Configuration Management Working Group Report

Presented by
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22 Oct 03

Team Membership

- **Co-Chair Debra Wood SEA 04L5 (Acting)** **CDR Tim Wilkins**
- Members
  - **Tom Ponko Pat Methany**
  - **Bob Milburn Del Donovan**
  - **Rosemary Travis Randy Crane**
  - **Cathy Grigg Adam Black**
  - Don Fisher **John Collins**
- Fleet Members
  - LT Rick Otlowski (CNSL)
  - CDR Mike Johnson (ILOLANT 00)
  - LCDR Walt DeGrange (CNSP)

Note: One third of the original membership has either rotated out or taken new jobs

Where we started

- CM Working Group was formed at the first MAWG Meeting July 02

- **Mission Statement:** To improve overall CM business processes by accepting, researching and recommending resolution for CM issues received as tasks from the MAWG, within the scope of the MAWG charter.

Barriers for Removal/ Lessons Learned

- What is keeping you from achieving the goals of the working group-Nothing
- Past obstacles overcome-Were not any
- Present challenges-None
- Future-Recommend CM Sub-Working Group under the MAWG be phased out
  - Same CM Issues are routinely addressed as part of the FLSIC
  - SEA 04L will take lead to coordinate with the appropriate Organization/MAWG Groups to resolve any allowance CM-related issues as necessary

MAWG Action Items

Action Item	Description	Current Status
22Oct02-04	Regarding CM AI 18JUL02-04 (CDMs/ISEAs accountability), CLF N412 to identify Fleet lead on standardization of policy at RMMCOs. **Status: SYSCOMs holding CDMs/ISEAs accountable (Note: ISEA "Trusted Agent" concept and current status to be briefed at 5-6 March 03 FLSIC). Also, at the 22 Oct 02 MAWG, CFFC N412 cited standardization of RMMCO policy throughout regions (Fleet Lead).**	This is a separate action taken by the fleet (N412) to investigate how to standardize policy across all RMMCOs and therefore has not been addressed by the CM sub-group. Believe the focus was on a standard check in/check out policy for AITs, standard format/report, etc.
22Oct02-07	Regarding CM AI 18JUL02-01, CINCLANTFLT N412/N43 to request NETC POC brief MAWG regarding their efforts in development of curriculum in CM/3M training. **Status: SEA 04L52 addressed this issue at the 4 March 03 MAWG, however, it was decided to keep this action item open until this action item can be assigned to NSCS Athens**	This is a separate action taken by the fleet (N412) to follow up on getting CM training into the 3M Curriculum. As noted at prior MAWG, this action falls under the Allowance Products Use and Maintenance Sub Group

MAWG Action Items (cont.)

Action Item	Description	Current Status
18Jul02-04	Outline SYSCOMS' plan to hold CDMs/ISEAs accountable for entering complete and accurate data into CDMD-OA. (I.e. Trusted Agent Concept)	Concept was briefed at last FLSIC. 3 month prototype (May-July 03) complete, with focus on 44 NSWC PHD Alts (42 COP/2 WOO). Saw some improved communication between CDM and ISEA. Not enough data to prove concept Return On Investment but gathered good metrics (timeliness of ISEA data is issue). Met with PEO ships Aug03. Considered lengthening prototype, but no major PHD alts scheduled in near term. Future prototype sites TBD. Status will continue to be briefed at annual FLSIC.
4Mar03-06	Regarding CM AI 18JUL02-05 (COTS), SEA 04L5 to have COTS Working Group focus on: Determine how big is "BIG" by conducting a COTS supportability analysis.	The results of the COTS Supportability Analysis are included in this brief.

Points of Interest
Action Item: 4Mar03-06

- Task: To determine if alteration installs with COTS equipment/systems were accomplished without all requisite ILS products being provided, and if so, the magnitude of the issue
- COTS Supportability Analysis Primary source of Data: Navy Data Environment (NDE)
  - Availability schedules
  - Planned alteration installs
  - COTS within Alteration package
  - Deficient COTS ILS products/Waivers

Analysis Methodology

- Extract from NDE-NM ship availabilities for CY 2002
  - Norfolk VA
  - Pearl Harbor HI
  - San Diego CA
- Purge avails with completion date >31 DEC 02 and avails listed multiple times
- Extract all alterations accomplished during CY 2002
  - Software alterations excluded
  - MACHALTs excluded
  - 30000-series ORDALTs excluded (Software ORDALTs)

Analysis Methodology (cont)

- Compare Availability and Alt reports for ships scheduled for availabilities
- Identify all Ordnance/Electronics alterations
- Identify Ordnance/Electronics alterations containing COTS
  - Determine if accomplished alterations containing COTS were ILS certified or waived
- For alterations containing COTS, research NSA EOA Reports and RMMCO EOI Reports to ID ILS product deficiencies (% of alterations containing COTS with ILS deficiencies)

Analysis Methodology (cont)

- Based on findings, determine scope of COTS problem and perform trend analysis
- SPAWAR to perform research and analysis of their alterations
- NAVSEA to perform research and analysis of all non-SPAWAR alterations

Research Analysis Baselines

- Identified 973 scheduled Availabilities ending in CY 2002
  - Pearl Harbor (23)
  - San Diego (367)
  - Norfolk (583)
- Identified all CY 2002 scheduled alterations in the three geographical locations
  - SHIPALTs=322 (includes K, K-P and D-Alts)
  - AERs=349
  - ORDALTs=551 (excludes 30000 series)
  - ECs=158
  - ECPs=50
  - FCs=331

Alterations Analysis Status

- SHIPALTs=322
  - 235 are non-Ordnance/Electronics
  - 87 are Ordnance/Electronics
    - 57 are SPAWAR
    - 30 are non-SPAWAR
  - Of the 30 non-SPAWAR SHIPALTs
    - 15 are non-COTS
    - 15 are COTS
      - 14 had 100% ILS products
      - 1 had ILS deficiencies (SA CVN 0071 08545 D 00 for CVN 71). It was a TYCOM D-Alt without ILS Certification.

Alterations Analysis Status (cont)

- AERs=349
  - 322 are non-Ordnance/Electronics
  - 27 are Ordnance/Electronics
    - 6 are SPAWAR
    - 21 are non-SPAWAR
  - Of the 21 non-SPAWAR AERs
    - 18 are non-COTS
    - 3 are COTS and all had ILS products deficiencies (AER LHA 0001 02900 00 for LHA 5; AER LHD 0001 03900 00 for LHD 5 and 6).
      - These are TYCOM alterations without ILS Certifications.

Alterations Analysis Status (cont)

- ECs=158
  - 34 are non-Ordnance/Electronics
  - 124 are Ordnance/Electronics
    - 7 are SPAWAR
    - 117 are non-SPAWAR
  - Of the 117 non-SPAWAR ECs
    - 36 are non-COTS
    - 81 are COTS with 100% ILS products

Alterations Analysis Status (cont)

- ECPs=50
  - 46 are non-Ordnance/Electronics
  - 4 are Ordnance/Electronics & non-SPAWAR
  - Of the 4 Ordnance/Electronics ECPs
    - 3 are non-COTS
    - 1 has COTS with 100% ILS products

Alterations Analysis Status (cont)

- FCs=331
  - 29 are non-Ordnance/Electronics
  - 302 are Ordnance/Electronics
    - 163 are SPAWAR
    - 139 are non-SPAWAR
  - Of the 139 non-SPAWAR FCs
    - 137 are non-COTS
    - 2 are COTS with 100% ILS products

Alterations Analysis Status (cont)

- ORDALTs=551 (excludes 30000 series)
  - All ORDALTs are Ordnance/Electronics & non-SPAWAR
  - 536 are non-COTS
  - 15 are COTS with 100% ILS products

Alterations Analysis Status Summary

- Total Alterations=1,761
  - 666 are non-Ordnance/Electronics
  - 1,095 are Ordnance/Electronics
    - 233 are SPAWAR
    - 862 are non-SPAWAR
  - Of the 862 non-SPAWAR alterations
    - 745 are non-COTS
    - 117 are COTS
      - 113 had 100% ILS products
      - 4 had ILS deficiencies. One was a TYCOM D-Alt without ILS Certification, and 3 were TYCOM AERs without ILS Certification.

Research Findings

- Research results to date:
  - NAVSEA research is complete
    - 13.6% (117) of 862 non-SPAWAR Ordnance/Electronics alterations contain COTS
    - 3.4% (4) of the 117 non-SPAWAR COTS alterations had ILS deficiencies (all 4 were TYCOM alterations)
  - SPAWAR is performing the research of their alterations.

Follow-on Effort

Task: Perform similar type COTS supportability analysis for the Carrier, Cruiser and Gator platforms with Smart Ship alterations installed

Analysis Methodology

- Determine all Smart Ship/Carrier alterations by ship type and class
- Extract pertinent data from NDE relating to platform installation applicability and accomplishment
- Determine if accomplished installations had all requisite ILS products available at installation completion

Smart Carrier Analysis Status

- SHIPALTs=12
  - Applicable Platform Installations=153
  - Installations Accomplished=27
    - ILS Deficiencies=Sent to Philadelphia ISEA for review

Smart Ship Analysis Status

- CG 47 Class
  - SHIPALTs=1
    - Applicable Platform Installations=27
    - Installations Accomplished=6
      - ILS Deficiencies=Sent to Philadelphia ISEA for review
- DD 963 Class
  - SHIPALTs=1
    - Applicable Platform Installations=65
    - Installations Accomplished=1
      - ILS Deficiencies=Sent to Philadelphia ISEA for review

Smart Ship Analysis (cont)

- LSD 41 Class
  - SHIPALTs=6
    - Applicable Platform Installations=26
    - Installations Accomplished=13
      - ILS Deficiencies=Sent to Philadelphia ISEA for review
- MCM 1 Class
  - SHIPALTs=3
    - Applicable Platform Installations=42
    - Installations Accomplished=14
      - ILS Deficiencies=Sent to Philadelphia ISEA for review

Smart Ship Analysis Status (cont.) Total Ship/Carrier Summary

- MHC 51 Class
  - SHIPALTs=2
    - Applicable Platform Installations=24
    - Installations Accomplished=4
      - ILS Deficiencies=Sent to Philadelphia ISEA for review
- Total All Classes
  - SHIPALTs=28
    - Applicable Platform Installations=379
    - Installations Accomplished=79
      - ILS Deficiencies=Sent to Philadelphia ISEA for review